

RUDDER FLUTTER

Idaho Transportation Department, Division of Aeronautics

To foster, develop and maintain Idaho's aviation programs, facilities and services Vol. 42 No. 3

IDAHO AIRPORT PLANNING AND DEVELOPMENT GRANTS TOP \$1 MILLION FOR FY-97

Marking one of the most significant investments ever in Idaho airports, the Idaho Transportation Board, in response to recommendations of the State Aeronautics Advisory Board, approved over \$1 million in grants to 22 airports throughout the Gem state for the fiscal year commencing on July 1, 1996. The FY-97 grants represent a 259% increase over the previous year and are the highest total awards since reinception of the program in 1985. Importantly, many of the grants will be used to match FAA grants with the result that the total investment in enhancing and improving Idaho's airports related to the state grant program will be over \$10.2 million.

When the Airport Planning and Development grant program was restarted in 1985, a rather modest amount of \$100,000 was set aside from the State Aeronautics Fund. The program has grown steadily over the past ten years, culminating in this year's significant increase. For FY-98 and FY-99, preliminary plans call for funding at the \$600,000 level, pending availability of funds. State airport planning and development grants are one of the few sources of match required for federal funds under the Airport Improvement Program.

For FY-97, uses for state grants range from preparation of new or revised Airport Layout Plans to runway extensions, pavement rehabilitation, and parking apron or taxiway construction. One project of note at McCall provides \$25,000 to be allocated toward upgrading of the Automated Weather Observation Station that will provide sensors for determining cloud height and horizontal visibility readings. This information will be useful to pilots landing and taking off at McCall during periods of lowered visibility.

A large segment of grant funds, \$423,000, is being allocated to airports in Hailey, Idaho Falls, Moscow-Pullman, Boise, Lewiston, Pocatello, and Twin Falls where commercial activity is heaviest for use in further development and improvement of their facilities. A complete list of the various grants is included on page 8.

In Northern Idaho, the Coeur d'Alene Air Terminal will rehabilitate the runway, construct an asphalt holding apron, rehabilitate the hangar taxiways, install a Medium Intensity Taxiway Lighting system, and acquire land for future expansion. At Nezperce Airport, runway resurfacing and installation of a fence to help keep wildlife off the airport is planned. In southwest Idaho, Caldwell will construct a hangar taxiway, an access road to the hangar area, and a perimeter fence. At Homedale, the aircraft tie-down area will be upgraded. At McCall, in addition to the AWOS grant, runway and taxiway rehabilitation is planned along with reconstruction of the apron taxi lane and overlay of the parking apron. At Weiser, a parallel taxiway will be constructed to separate aircraft. The Nampa Airport will extend the parallel taxiway 550 feet and overlay the apron with new pavement and acquire land for future growth.

In south central Idaho, airports at Buhl, Hazelton, and Jerome will rehabilitate runways, aprons, taxiways and prepare Airport Layout Plans. In southeastern Idaho, airports at Aberdeen, Bancroft and Soda Springs will overlay runways repair fences and acquire land for future airport construction. In eastern Idaho, Mackay will realign the runway to divert traffic from town and adjacent fuel storage tanks. Driggs will prepare an Airport Layout Plan to guide future development.

The Aeronautics Division is very pleased with the extensive list of airport and other facility improvements made possible by this program. While funding levels and administrative workloads associated with the program have dramatically increased, there has been no increase in staff. The program serves as a fine example of Idaho aviation taxes being directly reinvested, in cooperation with local officials, in improved facilities for Idaho aviators throughout the state.

BARTON WELSH APPOINTED AERONAUTICS DIVISION ADMINISTRATOR

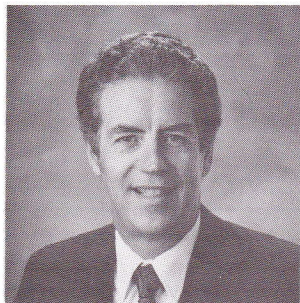
Barton Welsh, a pilot and educator from Wellington, Nevada will join the Idaho Transportation Department as the Administrator of the Aeronautics Division on August 5. Please join us in welcoming Bart to the staff and to Idaho aviation.

Dwight Bower, Director of ITD, announced the appointment on July 10. In his announcement, Director Bower said that "Bart has been very active in Idaho aviation for a number of years. When combined with his extensive experience as an education administrator, I think he has an ideal combination of hands-on and administrative experience to be an excellent Aeronautics Division Administrator. We're very excited to have him on board." Bart has been a pilot for over 40 years and is certificated as a commercial pilot, flight instructor and airframe and powerplant mechanic.

Bart received a bachelor's and master's degree from Los Angeles State University and his Ph.D. from UCLA. He replaces Jim Conder who resigned in May.

DIRECTORY OF CONTENTS

<i>Administrator's Column</i>	Page 2
<i>Aviation Safety & Education</i>	Page 3
<i>Airport Facilities</i>	Page 4
<i>Calendar of Events</i>	Page 5
<i>Internet Sites to Visit</i>	Page 6
<i>Search and Rescue</i>	Page 7
<i>1997 Airport Grants</i>	Page 8



ADMINISTRATOR'S COLUMN

Revitalizing General Aviation-- The Relationship Between Safety and Costs

Keith L. Bumsted

Much has been written of late about the revitalization of general aviation. Hope and enthusiasm are in the air, heralding the dawn of a new era. From the headlines, we learn that increasing numbers of new aircraft are being produced, new factories are tooling up, workers are being hired and revenues of major aircraft firms are at record-high levels. The general aviation industry by most accounts is starting to recover from a 16-year slump that started in 1980. During the last decade or so, many general aviation manufacturing and service organizations were purchased by or merged with much larger firms and these new corporate entities adapted to changing market conditions by concentrating on the upper end of the product line, the multi-million dollar turboprops and business jets typically flown by professional pilots. During this period, market demand for new single- and multi-engine piston-powered aircraft in the business and personal segment of general aviation plummeted in the face of huge price increases which in turn has led to the greatly inflated prices for used aircraft in today's market.

To the casual observer it would appear the product liability dragon has been thrown off the industry scent through passage of the General Aviation Revitalization Act (GARA) in 1994, the business climate is improving and many more general aviation pilots will once again be taking to the skies for recreational, personal and business travel. In the face of all this good news, if you're waiting for the line of new and improved and affordable general aviation aircraft to come to a dealer's showroom near you, or if you're expecting to see a lineup of shiny new well equipped and reengineered aircraft on your favorite FBO's ramp that you'll soon be able to rent, you'll likely have a very long wait! Neither of these scenarios is likely to happen anytime soon unless fundamental changes in the industry cost and pricing structure are made.

This is not to diminish in any way the excellent long term efforts of many industry leaders

and members of Congress who were finally able to coax rather modest concessions from the American Trial Lawyers Association and secure the passage of GARA. They richly deserve our thanks and gratitude for this notable accomplishment. Clearly, this legislation was necessary if any capital was to be preserved for use in underwriting product research and development or further investment in manufacturing facilities. However, at best GARA merely slows the worst financial bleeding in the industry from countless product liability lawsuits brought by contingent fee lawyers. Without GARA, the piston-powered business and personal segment of the general aviation product line most certainly would have faded into oblivion over the next decade or two. With GARA, there is some possibility, albeit small, that fundamental characteristics of general aviation that drive costs upward, making ownership and regular use of most aircraft hopelessly out of reach for the majority of pilots, can be altered. Over the next few years, there will be a small window of opportunity to address practices contributing to the present cost structure.

If there is a single issue driving the general aviation cost structure over which the aviation community has control, it is the property damage, casualties and liability costs associated with avoidable accidents. The general aviation accident rate¹ continues to be not only a source of embarrassment but also the achilles heel of the industry. Preliminary figures from the National Transportation Safety Board for 1995 indicate that the ratios of total accidents and fatal accidents to estimated flight hours are worse than for 1985. If that is true, then all of the regulatory changes, increased emphasis on new training materials and techniques, and increased emphasis on recurrent training has had no measurable effect on the number of flights coming to grief. Year in and year out, the depressing numbers indicate that more than 80 percent of all accidents are the result of pilot actions or inactions in arenas such as landings and takeoffs, fuel management, and flight in weather conditions for which the aircraft or the

pilot was not prepared. Viewed from another perspective, if we could improve the skills, enhance the knowledge base, and change the errant behavior and poor judgment of some general aviation pilots, the accident rate could potentially be reduced by over 80 percent! Many pilots manage to operate their entire careers without ever damaging an aircraft or causing bodily harm to anyone. Others seem destined for grief from the beginning.

Presently, the aviation community has elected to emphasize training and certification to higher standards for knowledge and skills rather than simply screening out those who do not exhibit the behavioral traits that have been proven to yield accident-free results. Since the accident rate does not appear to be affected by the present program, perhaps it is time to consider a different approach by developing policies and procedures to grant piloting privileges only to those who exhibit the more desirable behavioral traits as well as the necessary skills and knowledge. If the general aviation accident rate can be improved in this way, the loss or destruction of very scarce aircraft (presently about 2,000 per year within the United States and about 35-40 in Idaho) will be slowed and the number of accidents available for litigation will be reduced which will, in turn, lower costs of operation for everyone. For the aviation community to not take positive steps now to drive the general aviation accident rate downward will almost certainly ensure the continuation of the present industry cost and pricing structure that effectively forecloses the availability of affordable aircraft and operating expenses in the business and personal segment of general aviation. Every pilot's most important flight is the next one and a renewed commitment to safe operation, first and foremost, is needed from all active pilots.

¹ All U.S. registered civil aircraft not operating under FAR Part 121 or 135.

IDAHO TRANSPORTATION DEPARTMENT

Governor **PHILIP E. BATT**
Director **DWIGHT BOWER**
Acting Aeronautics Administrator
KEITH BUMSTED

Aeronautics Advisory Board:

Chairman **WILLIAM PARISH**
Member **BOB HOFF**
Member **J. PHILIP REBERGER**

Editor of the *Rudder Flutter*, Tim Peterson

AVIATION SAFETY AND EDUCATION

TIM C. PETERSON - SAFETY EDUCATION COORDINATOR

FREE AVIATION EDUCATION BROCHURES/VIDEO TAPES AVAILABLE

The Division of Aeronautics is your official FAA Aviation Education Resource Center. We have free publications on various aviation careers and an extensive VHS library that you may check out videos from. This information is great for students of all ages. For more information call us at (208) 334-8776 or 1-800-468-5865.

ELTs

As most of you know, your ELT may be tested within the first five minutes of the hour up to, but not including, the sixth minute. It's as easy as one, two, three, four, five. You should also limit your test to three sweeps of the signal. There is an annual requirement per FAR 91.207 that the ELT must be tested and a log entry shall be made as follows: *The (name of manufacturer) ELT has been tested in accordance with 91.207 (d) (1 through 4) and has passed all tests: 1. Proper installation, 2. Battery Corrosion, 3. Operation of the control and crash sensor, 4. The presence of sufficient signal radiating from the antenna.* The ELT manufacturer can provide their approved methods of testing for your make and model ELT. If your manufacturer has gone out of business perhaps you will be in the market for a new ELT. All ELTs purchased after June 21, 1995 must meet the new requirements of TSO-C91a. After landing, please check your ELT to see if it has inadvertently activated by cranking in 121.5 on your radio and listening for the signal. See FAR 91.207, AIM Section 6 and FAA Action Notice A8310.1 for all pertinent information regarding ELTs.

FCC OR NOT TO FCC

The Federal Communication Commission adopted a rule removing the radio station license requirement for domestic use effective April 12, 1996. The station license is good for ten years if applied for by the current registered owner. Any change in registration makes the FCC Station License null and void. There is still a requirement to have the station license

if you fly outside the country. In addition to the station license for out of country travel you must have a RESTRICTED RADIOTELEPHONE OPERATOR PERMIT. For a station license you will need form 404 dated December, 1994 and for the Restricted Radiotelephone Operator Permit you will need FCC form 753 dated August, 1994.

METAR/TAF MEETING SET FOR SEPTEMBER 17, 1996 IN BOISE

Beginning in July, the U.S. underwent the most significant change for observing, reporting, and coding surface weather observations and terminal forecasts in over forty years.

On July 1, the National Weather Service (NWS), FAA, and Department of Defense implemented the international standard code for hourly and special surface weather observations, METAR/SPECI, for domestic dissemination. The METAR acronym stands for Aviation Routine Weather Report. A special report, SPECI, is a METAR formatted report that is issued on a non-routine basis as dictated by changing meteorological conditions. The SPECI acronym stands for Aviation Selected Special Weather Report. The international standard code format for terminal forecasts issued for airports, TAF, which stands for Aerodrome Forecast, fully took effect at that time.

Are we having fun yet? On September 17, 1996 at 3311 W. State Street in the Idaho Transportation Department building at 7:00 p.m., a seminar on METAR/TAF will be presented by Candance L. Hardt from the FAA, Flight Service Station. Please come join the fun as we explore the ins and outs of the new weather information delivery system. I know what you are thinking, I would rather stay home and watch concrete cure. Trust me, this will be one seminar you will not want to miss. Call in today to the Division of Aeronautics at 334-8776 to let us know you are planning to attend. See you there.

NOTE: The Boise AFSS is ready, willing, and able to train you and/or your group in this new system. If you are interested in having a special presentation please call (208) 334-1704 or 1-800-WXBRIEF any weekday from 7:00 a.m. to 4:00 p.m. They will be glad to help.

NEVER AGAIN COMING IN OCTOBER

On October 17, 1996 we welcome the AOPA Air Safety Program "NEVER AGAIN", an interactive weather decision-making seminar. This will be held at the Idaho Transportation Building at 3311 W. State St. at 7:00 p.m. Call in today to the Division of Aeronautics at 334-8776 to let us know you are planning to attend. A door prize could be in the cards for you.

SO YOU WANT TO BUILD AN AIRPLANE

One needs to consider a number of things when thinking of building a plane. Will you design and build from scratch? Will you buy a kit where the manufacturer will help with the construction? Will you buy a partially completed project that someone else started? How do you comply with the FARs? Guidance has been provided with AC No. 20-139 dated 4/3/96. Advisory Circulars are not regulatory, but can be a valuable tool in helping to ask the right questions in order to be in compliance with the FARs. FAR 21.191(g) is where one will find the requirements for amateur-built aircraft as related to a special airworthiness certificate issued for the purpose of operating amateur-built aircraft. The majority of the fabrication and assembly tasks must be done by the amateur builder(s) who submit(s) the application for certification. Commercial assistance can be a valuable tool if documented right. There is a lot of help out there in builder land. You can start by calling the local chapter of the Experimental Aviation Association and/or the local Federal Aviation Inspector and/or local Flight Standard District Office and/or Manufacturing Inspection District Office and/or a Designated Airworthiness Representative. Before you burn a hole in the checkbook, check the pertinent FARs and ACs and FAA Orders.

BOISE AUTOMATED FLIGHT SERVICE STATION

For preflight briefing and flight plan filing in Idaho:

1-800-WX-BRIEF = 1-800-992-7433

Clearance delivery or closing flight plan only:
1-800-253-3459

AIRPORT FACILITIES

MARK YOUNG, AIRPORT MAINTENANCE DIRECTOR

Since the inception of the Aeronautics Division in the State of Idaho, a great deal of thought, funding, and effort has gone into the program. People who tread before us had excellent foresight, and made great strides in developing a program that combined emergency, recreational, and community access airports. Those of us who attempt to fill the shoes of others who have gone before now find ourselves dealing with problems that have come as a result of a highly successful program.

Each year we greet aviators who have been coming to see us for years. At the same time, we are meeting others who are visiting Idaho for the first time. All visitors are equally welcome at our facilities, and we sincerely hope you will continue to take advantage of the program of which we are all proud. The continued influx of visitors, however, has not come without its share of concerns. We have recently come face to face with some tough decisions.

PETS ON LEASES

In recent years we have attempted to deal with the continuing problem of unleashed pets, shortages of ideal camp sites during periods of high visitations, and unrealistic expectations put on caretakers. Because these problems continued, we have found it necessary to amend some of the rules.

Idaho law provides that any agency charged with carrying out the requirements of a specific statute be able to formulate Administrative Rules which are then approved by the Legislature. The purpose of these rules is to more clearly define the law and to provide additional direction for all concerned. Upon approval of the Legislature, these rules then have the same force and effect as law.

Due to those concerns noted above, the Division has revised Administrative Rule IDPA 39.D.08, which is entitled "Operations At State Airports". Therein, we are requiring all pets ***All pets are required to be on leashes...***

be on leashes while on airport property, except for that time required to load or unload the animals from an aircraft. Upon final approval of

this revision, caretakers will be asking visitors to leash their pets if not already leashed. Those refusing to do so may well find themselves speaking to local law enforcement officials.

CAMPING LIMITS IMPLEMENTED

Within the rule mentioned above, a 14-day camping limit has been implemented. The purpose of this change is to offer more users access to the ideal camping spots, rather than

Camping is limited to 14 days...

allow one group the use of a special location for an extended period of time. This time limit may be extended at the discretion of the Division, however, providing adequate ideal camping spaces are available for others to use.

We sincerely appreciate those individuals and groups who so unselfishly give of their time and effort to assist us in maintaining the state airport program. We encourage all users of the system to assist us in carrying out the provisions and requirements noted herein.

INTRODUCING OUR STATE AIRPORT CARETAKERS

The Division of Aeronautics would like to introduce those caretakers who take such good care not only of the airports you enjoy, but also of the users themselves:

CAVANAUGH BAY - *Gene Nett*

has taken care of this airport for approximately ten years. He retired from a successful career in the Spokane area, and has owned a home on Priest Lake for many years. His knowledge of the airport and its related facilities is unsurpassed. Thanks Gene, for hanging in there.

SMILEY CREEK - *Ray Clayton*

retired from the Idaho Transportation Department after a short 30+ years, and immediately went to work at the airport. His devotion to our program and enjoyment of the people is exceptional. Keep up the good work Ray.

GARDEN VALLEY -

Lonnie Stines is in his second year at the airport. He is a retired mechanic, and extremely

capable of repairing almost anything that might go wrong at the airport. Although he is not required to mow the runway, his job is no less demanding due to the large camping area that must be maintained. Thanks for returning Lonnie.

JOHNSON CREEK -

Gene and Colleen (Cody) Hargett

are in their first year here. They hail most recently from the coast of Texas, although they have previous campground host experience in Washington state. Even though he is not a pilot, Gene has been involved in aviation for most of his life. They are doing an exceptional job in their first year, and we hope they return for another season next year.

Thanks to all of you, from Division staff.

UPDATE YOUR ADDRESS SO YOU WILL RECEIVE THE NEW AIRPORT FACILITIES DIRECTORY

Exciting news! The new Idaho Airport Facilities Directory is scheduled for release in the fall of this year. Make sure the address we have on file for you is correct so you will receive your copy as soon as possible. Send any updates/corrections to: Idaho Division of Aeronautics, P.O. Box 7129, Boise, ID 83707-1129.

U.S. AIR FORCE ENHANCED TRAINING IN IDAHO

The Air Force has completed public meetings on the Enhanced Training in Idaho proposal. Meetings were held in Idaho, Nevada, and Oregon where issues were discussed such as wildlife, recreation, grazing, etc.

Data collection and analysis of all the information will continue through the spring of 1997. A Draft Environmental Impact Statement will then be prepared and available for review. A series of public meetings will then follow.

For more information contact the U.S. Air Force/Bureau of Land Management, P.O. Box 329, Boise, ID 83701 or call Kent Apple, Airspace Manager at (208) 828-4722.

AIRPORT FACILITIES AND AIRPORT PLANNING/EVENTS

LARRY HIPPLER, AIRPORT PLANNING AND DEVELOPMENT

BACKCOUNTRY AIRPORT CONDITION REPORT

Now that summer is *really* here, pilots are heading for the backcountry and wilderness areas for a little R&R. Most of the Forest Service and State airports are in reasonably good condition, however, there are some problems at the following airports about which you should be aware.

This information has been compiled from recent personal visits, telephone solicitations, and our own Airport Maintenance Manager. Please keep in mind that weather, animal activity, airport use, and the summer fire season can dramatically change airport conditions in a very short period of time. Please check NOTAMS and call the airport owner, manager, or one of the air taxi operators for a current airport condition report before your departure. Have a safe, enjoyable trip!

USFS AIRPORTS:

BERNARD - The runway surface is rough and rutted, particularly on the North end.

CABIN CREEK - Severely damaged by flooding. The airport is **CLOSED** until further notice. The damage is so extensive that a major reconstruction project will have to take place. Hopefully, the Forest Service will initiate this project as soon as possible.

CHAMBERLAIN - The first 500' of runway 7 is **CLOSED** until further notice due to a rehabilitation/reseeding project. It has also been reported that there is a 1' deep hole and culvert pipe near the intersection of the runways. No taxi access between the runways.

DIXIE - The runway surface is in excellent condition; However, there were no windsocks on the windsock standards as of mid June.

GRAHAM - The North end of the runway is rough and rutted.

MAHONEY - There is a large, deep elk wallow near the SE edge of runway 21. The wallow is clearly visible from the air and at this time is not encroaching on the runway.

SHEARER - There is a large, deep rutted area mid field on the West half of the runway.

ATLANTA - The airport is open only on weekends until further notice. The Forest Service is removing contaminated mine tailing waste from the nearby campground and is using the airport as a staging area. The project should be completed in early August.

BIG CREEK - The tiedown area has been reported to be very rough.

LIDLAW CORRALS - The runway surface is extremely rough.

MAGEE - The runway surface has been severely damaged by flooding. There is 2000' of useable runway on the East half.

STANLEY - The runway surface is very dusty, with moderate rutting. There is a considerable amount of rodent activity on and adjacent to the runway. The access road to the airport has been reported to be rough and rutted.

CALENDAR OF EVENTS

AUGUST

1-7 EAA International Fly-In,
Oshkosh, WI
(414) 426-4800

10-11 6th Annual Wilderness Within
Reach. Chamberlain and Big Creek
Airports.
Joe Corlett, (208)
336-1097 or 376-0916
Pilots and planes needed to
introduce these great kids to
aviation!

23-25 Family Fly-In Expo, Driggs, ID
John Goostrey/Chuck Knipple,
(208) 334-1238/(800) 453-0001

31-9/2 Top Fun Flyers Ultralight State
Competition, Glenns Ferry, ID
Russ Sperry, (208) 465-4875

SEPTEMBER

6-8 7th Annual Kitfox Fly-In,
SkyStar Aircraft. Nampa, ID
(208) 466-1711

6-8 International Seaplane Fly-In,
Greenville, ME
(207) 695-2821

13-15 6th Annual Avid Fly-In ,
Avid Aircraft. Caldwell, ID
(208) 454-2600

17 METAR/TAF Seminar,
7:00 p.m., ITD Building,
Boise, ID
(208) 334-8776

OCTOBER

17 AOPA Air Safety Program
NEVER AGAIN,
7:00 p.m., ITD Building,
Boise, ID
(208) 334-8776

17-19 Airplane Owners and Pilots
Association Convention (AOPA),
San Jose, CA
(800) 872-2672

DATES TO BE ANNOUNCED FOR:

Flight Instructor Refresher Clinic.

5th Annual Idaho Aviation Conference.

Be sure your next event appears in the *Rudder Flutter*. Send information to: Rudder Flutter, Idaho Division of Aeronautics, P.O. Box 7129, Boise, ID 83707-1129 or call (208) 334-8776.

FEATURES AND ACCOMPLISHMENTS

AVIATION SITES TO VISIT ON THE INTERNET

The following are some interesting sites we found while "surfing the net". They contain a lot of information. You might want to take a moment to check them out yourself.

<http://www.flying.net/> - The Aviation Connection contains airport directories, NavAids, FAR's, AIM, flight schools and more.

<http://www.deloach.com/avbooks.htm> - AirGuide publications lists aviation books with descriptions and prices.

<http://www.yahoo.com/recreation/aviation/usenet/> - A users group network where information is exchanged on a variety of general aviation subjects.

http://lycos.cs.cmu.edu/cgi-bin/pursuit?query=generalaviation&ab=the_catalog - A list of hot new sites on the internet referencing general aviation, including NASA, Harvard, FAA and others.

http://macwww.db.erau.edu/www_virtual_lib/aeronautics.html - World Wide Web Virtual Library on Aerospace, maintained by Embry-Riddle Aeronautical University. Includes online magazines, research articles, images, NASA space centers and more.

<http://spacelink.msfc.nasa.gov> - Electronic information system for aerospace educators; includes instructional materials, NASA centers and projects.

<http://www.stsci.edu/pubinfo/> - Links to information on the Hubble Space Telescope and the Space Telescope Science Institute.

NEW RATINGS

PRIVATE

CLINT BRADFORD
KENNY HILL
YOSHI TOYODA

Instructor: Pocatello AvCenter

INSTRUMENT

MARK NYE

Instructor: Pocatello AvCenter

MULTI-COMM-IFR

GARY MILL

Instructor: Pocatello AvCenter

MULTI-INSTRUCTOR

JIM WOLPER

Instructor: Pocatello AvCenter

We congratulate you all on a job well done.

Instructors, remember to send your student's names in for future *Rudder Flutter* publications. Our address appears on page 8.

NEW AIRPORT FACILITIES DIRECTORY

With a little luck, Idaho registered pilots will have a new Airport Facilities Directory by the end of August. We all have one person to thank for this major undertaking.

Mandy Wilson has worked for the Division part time since she graduated from Borah High School last year. During the past year, Mandy has personally been responsible for producing the new directory. She has formatted the directory performed the word processing, drawn all new airport location and layout diagrams on the CADD computer, collected all the airport facility information and necessary changes, and produced the charts, graphs, and art work.

Mandy also found time to assist in the maintenance of some of our State airports, conduct airport inspections, install new runway lights at the Craigmont Airport, and participate in our Safety Education Program.

Needless to say, we all wish Mandy the best.

EDWARD STIMPSON RECEIVES NATA AWARD

The National Air Transportation Association (NATA) has presented Edward W. Stimpson, President of the General Aviation Manufacturers Association (GAMA), with its Distinguished Service Award. This award recognizes outstanding service and ongoing contributions to the industry during the past year, or for several years.

Ed, the dean of Washington aviation association executives, joined GAMA when it was first formed in January, 1970 and was elected president that November. In 1990, he left to become Senior Vice President of Morrison Knudsen Corporation in Boise, Idaho. In 1992, he rejoined GAMA as its president.

"Ed has been instrumental in developing and maintaining strong Congressional and Executive Branch relations while building coalitions with other segments of the aviation community," said NATA President James Coyne.

He is also credited with being the driving force in achieving meaningful liability reform for single-engine aircraft manufacturers.

TOP TEN LIST OF LIES IN AVIATION

1. I only need glasses for reading.
2. Sure I can fly it - it has wings, doesn't it?
3. Pardon me, ma'am, I seem to have lost my jet keys.
4. I have no interest in flying for the airlines.
5. All that turbulence spoiled my landing.
6. I've got the traffic in sight.
7. Don't worry about the weight and balance - it'll fly.
8. If we get a little lower I think we'll see the lights.
9. I'm 22, got 6,000 hours, a four-year degree and 3,000 hours in a Lear.
10. No need to look that up, I've got it all memorized.

SAFETY

SEARCH AND RESCUE

Recently the Division of Aeronautics once again went into action to find a lost aircraft. In the State of Idaho, the Idaho Transportation Department, Division of Aeronautics, is charged with the responsibility of controlling all aviation search efforts. Most of the time, Boise will be the command post for all searches. The duty for the search operation is shared by the personnel at the Division. Ray Glidden had the duty of carrying the emergency beeper during a very busy week in July.

The week started out with an ELT that had gone off inadvertently, and while chasing down the ELT, a report came in on a missing Beechcraft. During the search for the Beechcraft, a helicopter went down, and both emergencies were handled simultaneously. The helicopter was able to transmit a Mayday with location and was rescued immediately. The missing Beechcraft was located after three days, unfortunately the pilot and lone occupant did not survive the impact. Many thanks are in order to some fine agencies and individuals who assisted in the search. A thank you also goes out to the United States Air Force, whose satellites help to locate ELT signals and provide a wealth of other valuable information.

We are blessed with a fine pool of talent from which to draw. A big thank you goes out to the groups and individuals who assisted in the last search: Civil Air Patrol (Civil Air Patrol works as an auxiliary to the U.S. Air Force), Lyn Clark who piloted a Cessna 170 owned by McCall Air

Taxi, Paul Leadabrand (a 135 operator out of Boise who piloted his own Cessna 206 during the search and was the last pilot to report seeing the aircraft), Clint Yates (a 135 operator out of Council), and the Army National Guard for operating the Blackhawk helicopter. There are many individuals that I have not listed here in this article that volunteered and contributed that deserve a big thank you as well.

Just when we thought we were done for the week, a 172 was reported missing so we went into action once again. Fortunately, this one had a happy ending.

When you file your flight plans, please give two or three phone numbers that might be helpful in the event of a search. Many pilots give their home phone number which may be helpful if someone is home, however, a destination phone number could be much more useful. After landing check 121.5 to see if your ELT is transmitting. Get good instruction on backcountry flying. Always think about density altitude. Be weather wise and come to the METAR/TAF seminar on September 17th and the AOPA "Never Again" seminar on October 17th. Happy flying to you.

Regional, Aviation Safety, Family Fly-In August 23-25, 1996 Driggs Municipal Airport (U59)

This year's Family Fly-In will be held at the Driggs Airport nestled in the Teton Valley just

west of the Grand Tetons. With its panoramic views, Driggs should prove to be one of the best sites ever for the annual Regional Fly-In. This year's event will contain over 40 seminars and workshops, including WINGS seminars and PACE programs. There will be a wide assortment of activities such as kayaking, golf at Targhee Village Golf Course, scenic chair lift rides, horseback riding, paragliding, kids center, fishing derby, barbecues, arts and crafts fairs, and much more! You will not want to miss the Saturday night banquet featuring Al Haynes, Captain of the ill fated United Airlines DC-10 that crashed in Sioux City, Iowa in 1989, as the keynote speaker.

The Boise, Casper, Helena, and Salt Lake City FAA Flight Standards District Offices are working with the Teton Valley Chamber of Commerce and the people of Driggs, Idaho to make this one of the best safety fly-ins ever! For pre-registration call Kristy at 1-800-532-0268. There are a variety of lodging options in the Driggs/Targhee area and information may be obtained from the Teton Valley Chamber of Commerce (208) 354-2741. There are also several Forest Service campgrounds and reservations may be made by calling 1-800-280-2267. For information call your local Flight Standard District Office or access the Web Site at: <http://home.sprynet.com/sprynet/slcfdsdo>

Hope to see you there!

Driggs Airport Temporary Tower Frequency: 126.4 and Ground: 121.65. Elevation 6,230' Runway 5,200' x 75' in length. **CHECK DENSITY ALTITUDE!!!**

LOCATING THE BLIND SPOT

Tragic midairs continue to plague aviation. All of us who pilot an aircraft must employ the primary system for collision, avoidance - the human eye! "See and be seen" has become "See and avoid". In using your eyes you should be aware of their limitations. All of us have a blind spot. To prove this, rotate this page 90 degrees to the right.

With the right eye closed look at the "+" on the top line. Move the page back and forth about one foot from your eye. The dot on the left will disappear. You have found your blind spot. Now do the same thing with the bottom line. When the white space falls in the blind spot the line appears continuous. (This helps understand why we are not aware of this spot). Here's the potential for midair: a blind spot at one mile can be an area of 800' X 500'! Always keep your head on a swivel. (Reprinted by permission from Barbara Stevens.)



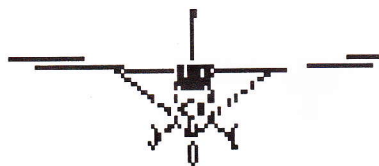
1997 AIRPORT GRANTS

The Idaho Transportation Board, upon the recommendation of the Aeronautics Advisory Board, approved state grants to 22 municipal airports for FY 1997 totaling \$1,023,211. Projects marked with an asterisk provide match for FAA funded projects; on all others costs will be shared by the Division and the local airport authority.

<u>AIRPORT</u>	<u>DESCRIPTION</u>	<u>GRANT AMOUNT</u>
ABERDEEN	Fog seal and fence	\$ 3,750
BANCROFT	Relocate access, construct ag pad, and improve runway	34,025
BOISE	Aircraft rescue and fire fighting training facilities improvements	110,000
BUHL	Crack sealing	11,250
CALDWELL	Construct hangar taxiway and access road, and fence	32,093
*COEUR D'ALENE	Various taxiway improvements (including MITL), construct apron, and fence	119,175
COEUR D'ALENE	Rehabilitate runway 5/23	25,000
HAILEY	Airport development projects	73,000
HAZELTON	Rehabilitate gravel runway	3,450
HOMEDALE	Upgrade tie-down apron	37,500
IDAHO FALLS	Airport development projects	60,500
LEWISTON	Water lines and hydrants for fire protection	28,000
MACKAY	Realign runway	126,250
*MCCALL	Various pavement work	36,575
MCCALL	Upgrade AWOS	25,000
MOSCOW	ARFF vehicle upgrade, TLS siting study, and commute-a-walk gate	50,500
*NAMPA	Extend parallel taxiways and rehabilitate aprons	42,930
NEZPERCE	Overlay runway and fence	62,500
PARMA	Airport layout plan	6,000
POCATELLO	Airport development projects	28,000
*REXBURG	Extend parallel taxiway and fence	16,800
*SODA SPRINGS	New airport, phase I	12,900
TWIN FALLS	Airport development projects	28,000
*WEISER	Construct parallel taxiway	30,013
VARIOUS	Inventory restock/small projects	20,000
TOTAL		\$1,023,211

ARE YOU REGISTERED?

Just a reminder, Idaho Code, Title 21-114 requires that all airworthy aircraft be registered annually with the state. The registration fee for this is only one penny times the gross weight of the airplane. Every individual who pilots an aircraft within the state must be registered as an Idaho airman. This \$12 fee is biennial (every two years). The airman registration fee is dedicated to search and rescue. If you have not yet registered you can pick up forms at your local fixed base operator or call the Division of Aeronautics at 334-8775 or 1-800-468-5865 and we will mail them to you.



IDAHO DIVISION OF AERONAUTICS
3483 RICKENBACKER/P.O. BOX 7129
BOISE, ID 83707-1129

(ADDRESS CORRECTION REQUESTED)

BULK RATE
U.S. POSTAGE
PAID
Boise, Idaho
Permit No. 143